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676. Owing to the failure of the North-east Monsoon, the total quantity impounded into the reservoir from 1st October 1949 to 31st January 1950 was only 1,896 M. C.ft. as against 5,696 M. C.ft. in the previous year. The reservoir level was unprecedentedly low at the end of the year being 51·43 feet. Water supply in the Visvesvaraya Canal was completely stopped from 3rd March 1950 consequent on the abnormal fall in the level of Krishnarajasagar.

677. Regarding extension of irrigation by opening pick-up channels, a total area of 2,161 acres was brought under Kar Ragi and Kar Paddy cultivation in the Visvesvaraya Canal area during the summer of 1950. An extent of 769 acres was also brought under Jola cultivation in the water receded portion of Krishnarajsagar during the summer.

678. The block system of irrigation by triennial rotation of crops with distributories as units was continued during the year. An extent of 1,047 acres of Government waste land was disposed off for cultivation during the year as against 121 acres in the previous year.

679. Health measures to prevent the spread of Malaria in the irrigated tract of Visvesvaraya Canal continued to receive particular attention.

Hydraulic Research Station.

680. The Hydraulic Research Station at Krishnarajsagar was continued during the year. Studies of the rate of silting in Krishnarajsagar Reservoir were started.

(ii) Railways.

681. The open line mileage owned by the State and the District Boards was 721·55 (721·55). Of the total mileage, 9·88 miles comprise the broad gauge line of the Kolar Gold Fields Railway Branch which is worked by the Madras and Southern Mahratta Railways.

682. The total capital invested on all the State lines amounted to Rs. 786·99 (Rs. 785·50) lakhs. The gross earnings of all the State lines were Rs. 179·37 (Rs. 247·36) lakhs. The working expenses excluding contribution to the Depreciation Fund amounted to Rs. 123·32 (Rs. 144·95) lakhs, the surplus profits being

Rs. 0.79 (Rs. 0·64) lakh. The net revenue to Government was Rs. 55·41 (Rs. 101·62) lakhs.

Lines worked by M. and S. M. Railway.

683. The gross earnings of the line worked by the Madras and Southern Mahratta Railway (Kolar Gold Field Railway) amounted to Rs. 3·32 (Rs. 2·98) lakhs. The working expenses amounted to Rs. 2·80 (Rs. 2·51) lakhs, resulting in a net profit of Rs. 0·52 (Rs. 0·47) lakh.

Depreciation Fund.

684. The opening balance of the Depreciation Fund was Rs. 211·18 lakhs. No contribution was made to the fund during the year. The expenditure met out of the funds during the year was Rs. 49·45 lakhs.

Stores.

685. The year opened with a balance of stock valued at Rs. 53·87 (Rs. 31·16) lakhs. Stores of the value of Rs. 83·37 lakhs including foodstuffs were received from all sources during the year. Stores valued at Rs. 101·32 (Rs. 71·67) lakhs, including sale of foodstuffs, were issued leaving a closing balance of Rs. 35·92 lakhs at the end of the year.

Accidents.

686. There were no serious accidents during the year.

Local Advisory Committee.

687. The Local Advisory Committee met twice during the year and among the several important subjects discussed were :—

1. Provision of better waiting halls, tea stalls, lighting arrangements at stations and in trains ;
2. Improved amenities at stations and in trains ;
3. Cleanliness of compartments, bathrooms, and waiting halls ;
4. Provision of better transport facilities for passengers and
5. Expeditious settlement of claims cases.

688. Efforts were made to increase the passenger train services cancelled during the war.

Restoration of Train Services.

689. A further restoration of the following services was introduced :—

(*a*) Short shuttle train service on week-end days between Mysore and Krishnarajasagara,

(*b*) Shuttle trains running between Bangalore City and Gubbi were extended up to Arsikere,

(*c*) Shuttle trains between Mysore and Nanjangud town were re-introduced,

(*d*) Y. B. Class Engines were allowed to work on Bangalore-Mysore Section to haul more passenger traffic and avoid over-crowding,

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(e) Additional trains were run to meet periodical feast traffic on this system during Dasara ; and

(f) A wayside halt at Chikkandawadi between Chickjajur and Amruthapura and another at Chandagiri Koppal between Pandavapura and Byaderahalli were opened.

Rates and Fares.

690. With effect from 1st December 1949 in addition to the existing classes of accommodation, a new class of accommodation designated" Class II Special" was introduced on this Railway as well as on other Indian Railways. The fare for this class was 14 pies per mile for all distances by all trains carrying passengers and the minimum fare per passenger was two annas.

691. With effect from 1st November 1949, hand-woven cloth including Khaddar which is hand-spun and hand-woven was charged at half-parcel rate at owner's risk when carried by passenger trains and at railway risk when carried by goods trains.

692. Small consignments of railway parcels weighing less than 20 seers were, however, booked free of charge by both goods and passenger trains.

693. The revised classes of accommodation which came into force from 1st January 1949 continued throughout the year and in addition a new class of accommodation designated " Class II Special " was introduced with effect from 1st December 1949.

Amenities for Passengers.

694. Some of the amenities provided for the passengers during the year were :—

1. Reinforced cement concrete cisterns were provided at several stations for drinking water for the use of passengers,
2. Additional improvements were effected to the I.R.R. at Bangalore City to suit the convenience of the travelling public,
3. To meet the increased traffic, both goods and coaching, the stations at Kadur, Chickjajur and Davangere were remodelled.
4. Waiting sheds at way-side halts were provided at several sections of the railway,

5 Provision of window-bars to the windows of lavatories of women's compartments of Class III coaches was made, and

6. Separate booking offices for the lady passengers were opened at Mysore and Bangalore.

695. The Railway medical department continued to function and there were seven railway dispensaries working during the year.

(iii) Mysore Traffic Board.

Amendment to Act and Rules.

696. Rule 256 of the Mysore Motor Vehicles and Road Traffic Rules was amended making provision for the driver of a goods vehicle to sign in the traffic registers maintained in traffic police stations.

697. Rule 199 was also amended with a view to enabling unclaimed property left in the Government Road Transport buses being lodged in the lost property office of the Department instead of in the police stations.

698. The Mysore Spirit Rationing Order was amended enhancing the quota of petrol for motor cars.

699. Clause 7 of the Mysore Civil Motor Cars Control Order which provided for the reservation of 20 per cent of cars by Government to be sold as directed by Government, was deleted.

General.

700. The District Traffic Advisory Committees of the several Districts were reconstituted for a period of two years.

701. The restrictions imposed on account of the nationalisation scheme in the issue of bus permits were relaxed and permits were issued more liberally particularly on the interior roads, in view of the demand of the public for travelling facilities. The number of services sanctioned during the year was 150.

(iv) The Road Transport Department.

702. In accordance with the scheme of nationalisation of bus services, the Mysore Government Road Transport Services were inaugurated on 12th September 1948. The number of bus services was gradually increased to 170 routes.